

**AN ORDINANCE AMENDING THE INTERMODAL
TRANSPORTATION PLAN TO INCLUDE REVISING
THE TRUCK ROUTE PLAN MAP AND TO INCLUDE
RECOMMENDATIONS TO THE FREIGHT ELEMENT
SECTION**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF COLORADO SPRINGS,
COLORADO:

Section 1. The Citizens' Transportation Advisory Board has conducted rigorous analyses and sought extensive public and stakeholder input to formulate recommendations to City Council on changes to the Intermodal Transportation Plan.

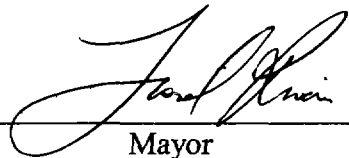
Section 2. The Intermodal Transportation Plan is hereby amended as follows:

- A. Page 65 is deleted and replaced by the Truck Route Plan Map, attached as EXHIBIT A.
- B. Section 5.5, Freight Element Recommendations, is amended by adding language concerning a Commercial Vehicle Enforcement Process, Mitigation of Truck Traffic on Truck Routes, and Truck Parking, attached as EXHIBIT B.

Section 3. This ordinance shall be in full force and effect from and after its passage and publication as provided by the Charter.

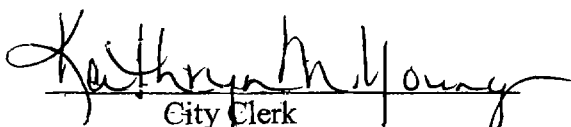
Section 4. City Council deems it appropriate that this ordinance be published by title and summary prepared by the City Clerk and that this ordinance be available for inspection and acquisition in the Office of the City Clerk.

Introduced, read, and passed on first reading and ordered published this 22nd day of September, 2009.



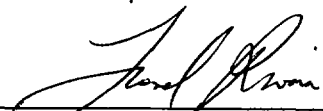
Mayor

Attest:



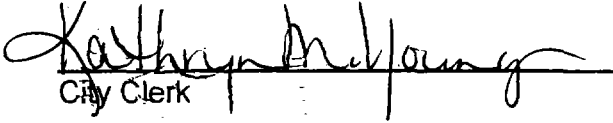
City Clerk

Amended and passed on second presentation and ordered published this 27th day of October, 2009.



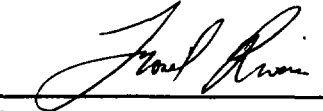
Mayor

ATTEST:



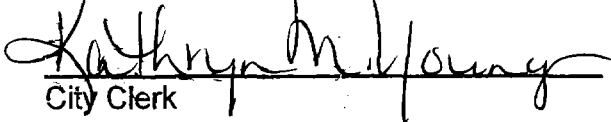
City Clerk

Finally passed, adopted and approved this 10th day of November, 2009.



Mayor

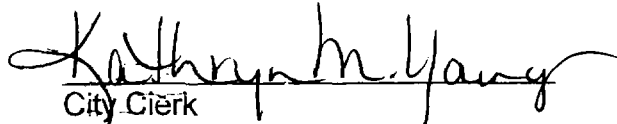
ATTEST:



City Clerk


I HEREBY CERTIFY, that the foregoing ordinance entitled **"AN ORDINANCE AMENDING THE INTERMODAL TRANSPORTATION PLAN TO INCLUDE REVISING THE TRUCK ROUTE PLAN MAP AND TO INCLUDE RECOMMENDATIONS TO THE FREIGHT ELEMENT SECTION"** was introduced and read at a regular meeting of the City Council of the City of Colorado Springs, held on September 22, 2009; that said ordinance was amended and passed on second reading at a regular meeting held on October 27, 2009, and finally passed at a regular meeting of the City Council of said City, held on November 10, 2009, and that the same was published by title and summary, in accordance with Section 3-80 of Article III of the Charter, in the Transcript, a newspaper published and in general circulation in said City, at least ten days before its passage.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City, this 10th day of November, 2009.



City Clerk

CITY OF COLORADO SPRINGS Proposed Truck Route Plan



August 2009


CITY OF COLORADO SPRINGS

El Paso County

City of Colorado Springs

Legend

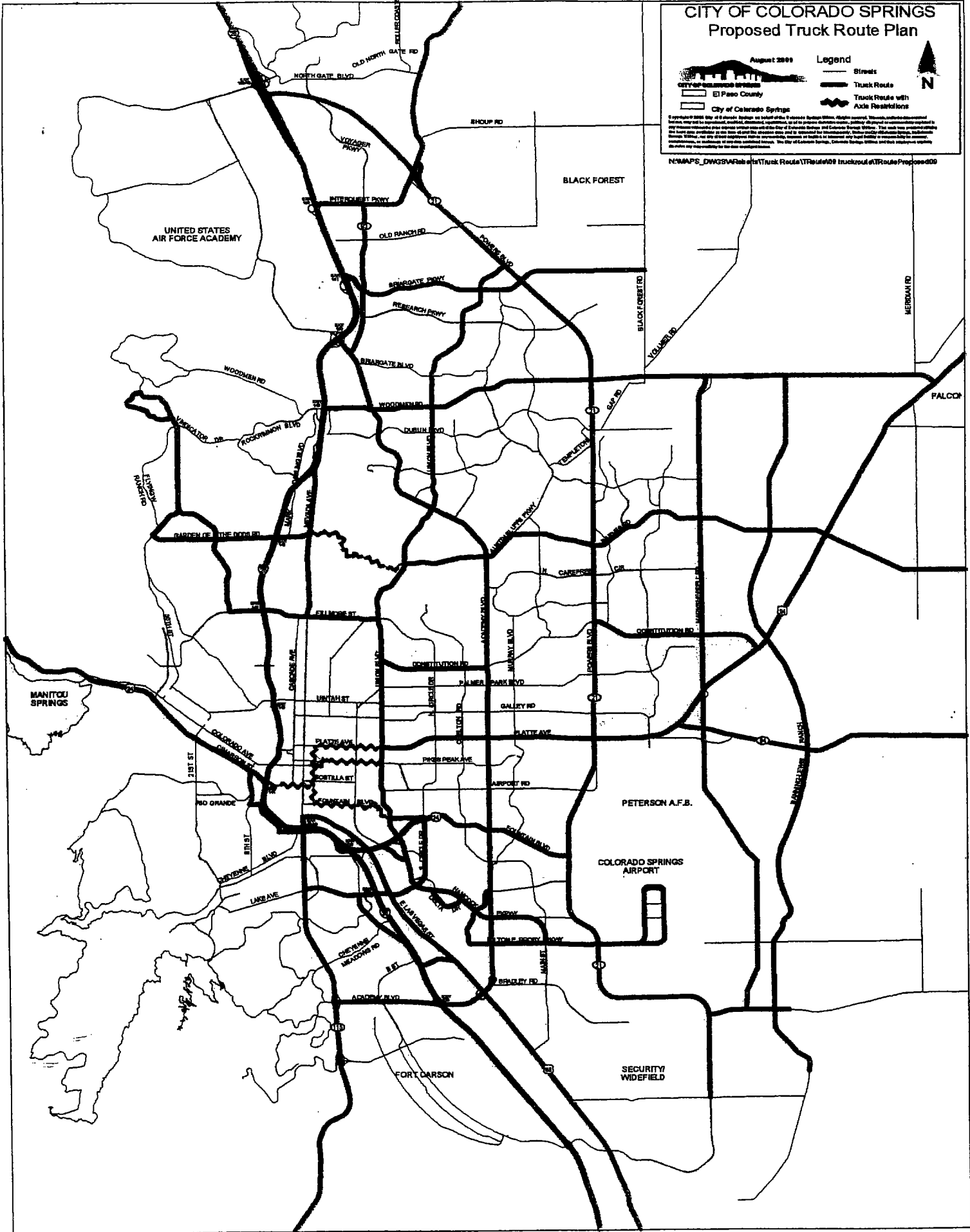
- Streets
- Truck Route
- Truck Route with Axle Restrictions



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INTERMODAL TRANSPORTATION PLAN SECTION 5: THE FREIGHT ELEMENT

The following recommendations made by the Citizens' Transportation Advisory Board (CTAB) and its Trucking Issues Subcommittee (TISC) are added as part of Section 5.5 of the Intermodal Transportation Plan:

Commercial Vehicle Enforcement Process

When a truck route is eliminated or "restricted" in some way, as approved by Council:

1. Notification to MacVan for inclusion in the next publication (approximately each January) should be done by early fall (estimated publication deadline of September 30)
2. Trucking community is notified
3. Affected neighborhood and immediate business community notified
4. Change posted on appropriate City maps on website
5. Signs posted at entries to and intersections with closed/restricted route, one month prior to closure
6. Police conduct training on enforcement for special unit (such as motorcycle officers) and for police divisions in whose jurisdiction the truck route falls
7. One-month grace period implemented before enforcement (such a grace period would not excuse significant violations, subject to officer's discretion)
8. Neighborhood encouraged to report violations (CSPD will develop a formal process for such reporting)
9. Violations communicated to trucking community (company, Surface Transportation Advisory Coalition, etc.) by TISC/CTAB to encourage compliance.
10. Special enforcement implemented with support from police division with jurisdiction (1-2 months). Traffic enforcement subject to officer availability
11. Standard police enforcement procedures apply (traffic enforcement subject to officer availability)
12. Neighborhood informed of any change in violation reporting process. CSPD issues press release; TISC informs neighborhoods and individuals known to have special interest.
13. TISC/CTAB hears report on status (about 2-3 months after implementation of change in route)

Mitigation of Truck Traffic on Truck Routes

Consideration should be given to mitigating truck traffic on roadways that are designated as truck routes, or that are being added to the truck route system. These roadways should be reviewed for possible deficiencies to be addressed, such as pedestrian, bicycle and trail safety, crosswalks at intersections or mid-block, traffic calming, sensitivity to neighborhoods, physical roadway deficiencies, or traffic accident history. The following mitigation process will support the City Traffic Engineer in the administration of truck routes and in conducting traffic safety audits.

Truck Route – Operations/Traffic Safety

All truck routes should meet the City's Complete Streets policy and other guidelines established by the City Traffic Engineer. Truck routes shall be reviewed periodically for safety and operational issues by roadway safety studies or audits conducted by the City Traffic Engineer, who shall brief the Citizens' Transportation Advisory Board on such studies or audits and associated recommendations for its consideration.

Truck Route – Noise Ordinance Compliance

All truck routes are subject to city noise ordinances and standards as established by the City. The implementation of noise mitigation techniques may be recommended by City Engineering and/or other City agencies, to include sound barriers, pavement surfacing, and/or other restrictions or prohibition as deemed appropriate.

Truck Route – Pedestrian, Bicycle and Trail Safety

All truck routes should be evaluated relative to recommendations from the City Traffic Engineer for public safety improvements associated with pedestrian, bicyclist, and trail safety. Pedestrian safety improvements may include traffic calming (e.g. raised medians, curb extensions/chokers, striping modifications), detached sidewalks, pedestrian ramps at intersections, transit stop access, mid-block crosswalks for schools, parks, trails, and neighborhood context. On-street bicycle safety improvements may include bicycle lanes, minimum 14-foot outside travel lanes (excluding gutter pan and on-street parking), paved shoulders (minimum 5 feet) on designated streets, or where on-street bicycle safety improvements cannot be provided, convenient adjacent bicycle or trail routes (on- or off-street).

Truck routes should be considered for other treatments (e.g. warning signage) as deemed appropriate by the City Traffic Engineer.

Truck Parking

The lack of commercial vehicle truck parking facilities for long haul truckers is identified as a potential community issue.



FORMAL AGENDA ITEM

COUNCIL MEETING DATE: October 27, 2009

TO: Honorable Mayor and Members of City Council

VIA: Penelope Culbreth-Graft, DPA - City Manager

FROM: Nancy Johnson, Assistant City Manager
 Lisa Bigelow, Economic Development Director
 Craig Blewitt, Comprehensive Planning Manager
 Gaye Smith, Transportation Planning Analyst

Subject: Ordinance to Amend the Freight/Truck Element of the City's Intermodal Transportation Plan (Master Plan)

Strategic Goal(s) this item supports:



QUALITY OF LIFE



ECONOMIC VITALITY



CIVIC ENGAGEMENT

SUMMARY: The Citizens' Transportation Advisory Board (CTAB) presented its recommendations for changes to the City's truck route network and truck operations regulations on September 22, 2009. These changes require an amendment to the Freight/Truck Element of the Intermodal Transportation Plan (ITP). An ordinance to accomplish the ITP amendment was presented to Council for adoption and passed by a vote of 5 to 3. At the second presentation of the ordinance on October 13, 2009, a representative from the University of Colorado at Colorado Springs (UCCS) stated that a compromise had been reached that would make Austin Bluffs Parkway from Nevada to Union a restricted truck route, limited to four axles or less, and would close the roadway to trucks during inclement weather. There was also discussion about the recommendation to place the same four-axle restriction on three current truck routes through downtown. Council had several questions that it asked staff to respond to, and also wished to hear from a representative of the trucking industry regarding the proposed UCCS compromise and possible changes to CTAB's recommendations on downtown truck route restrictions. Accordingly, Council voted unanimously to postpone this item.

PREVIOUS COUNCIL ACTION: The Citizens' Transportation Advisory Board was created by Ordinance 02-101 on June 11, 2002 to advise City Council and the City administration on matters relating to the City's multi-modal transportation system. City Council approved the creation of the Trucking Issues Subcommittee as an ad hoc subcommittee of CTAB on March 25, 2003. This Subcommittee researches trucking issues and makes recommendations to CTAB, and CTAB then makes its recommendations to City Council.

BACKGROUND: The Intermodal Transportation Plan is a citywide master plan that guides policy and decision making with respect to serving the existing and long-term future transportation needs of the community. Additionally, its purpose is to carry out the goals of the City's Comprehensive Plan and Strategic Plan. City Council adopted the ITP by Ordinance 01-58 on March 27, 2001. The Freight/Truck

element of the ITP has not been updated since that time, and the truck route plan has not been reviewed since 1996.

The two issues that were a focus of discussion at the October 13 Council meeting were restricting trucks on Austin Bluffs Parkway between Nevada Avenue and Union Boulevard to four axles or less, and whether to restrict three Downtown truck routes to four axles or less, or remove those routes from the truck route network. Following is a summary of these issues, based on information provided in staff's September 22 report:

Addition of Austin Bluffs Parkway from Nevada Avenue to Union Boulevard as a truck route

This segment of Austin Bluffs Parkway is recommended by the CTAB to be designated a truck route because it addresses a significant east-west gap in the truck route network. The truck route begins at Garden of the Gods Road at 30th Street and extends east to Barnes and out to Marksheffel Road, with the exception of Austin Bluffs from Nevada to Union. Without this segment of Austin Bluffs Parkway, there is a four mile gap between east-west truck routes (Woodmen Road and Fillmore Street).

Residents along the roadway and representatives from UCCS and Colorado Springs Christian School have expressed opposition to adding this segment of Austin Bluffs Parkway to the truck route network. The bulk of the concerns are safety related due to the steepness of the roadway, the ability of trucks to navigate it in inclement weather, and the student population and day care center in the vicinity. Additional concerns are noise pollution and increased truck traffic. Also cited was an excerpt from the January 28, 1975 City Council meeting, when Austin Bluffs Parkway was approved for construction. At that Council meeting, a resident asked for assurance from Council that trucks would "never be allowed on the Parkway." City Council President Marshall responded that this was the intention of this Council, but that Council could not bind future City Councils.

Part of the reason for the present gap in the truck route network is due to the alteration of plans that were presented to City Council in 1975 as part of the North-East Arterial Report. Austin Bluffs Parkway was not intended to be used as a truck route because Montebello Drive was to be extended west to Nevada Avenue. The report stated, "This, in combination with Fillmore, will provide adequate arterial spacing for truck traffic." The subsequent deeding of land to the University and current campus plans preclude building Montebello Road as originally intended.

Austin Bluffs Parkway is identified as a significant east-west corridor in the City's East-West Mobility Study dated January 31, 2002. The Study's recommendation is to develop the roadway into a six-lane parkway from I-25 to Stetson Hills Boulevard, with the first phase being the design and construction of the Austin Bluffs/Union interchange. Because of the recommendations in this Study, three projects are included as part of the Pikes Peak Rural Transportation Authority Group A capital improvement projects list, totaling close to \$70 million:

- Phase 1 (completed January 2007): New through-lanes and turn lanes were constructed at the intersection of Austin Bluffs Parkway and North Nevada Avenue.
Cost: \$4,156,478
- Phase 2 (completed November 2008): Construction of a grade-separated interchange at the intersection of Austin Bluffs Parkway and Union Boulevard.
Cost: \$35,781,318
- Phase 3 (preliminary design started May 2009): Targets segments of Austin Bluffs Parkway from Nevada Avenue to Union, Union to Meadowland, and from Barnes Road to Old Farm Drive for widening and other safety improvements.
Cost: \$29,937,754

A truck route impact study was conducted by Felsburg Holt & Ullevig, provided in the September 22 staff report, which found that adding a truck route designation to Austin Bluffs Parkway was estimated to increase the percentage of light trucks (single unit vehicles) by 0.4 percent (165 vehicles per day) and heavy trucks (tractor-trailer) by 0.1 percent (25 vehicles per day).

Truck restrictions in the Downtown area

The TISC and CTAB had significant discussion on the need for and appropriateness of east-west truck routes between Fillmore Street on the north and US 24/Martin Luther King Jr. Bypass on the south. The key issue is to balance the cross-town freight movement needs of the community with impacts to the residences along the major streets in the Downtown area, and the pedestrian-friendly character of the Downtown itself. Several routing options were considered. The CTAB's recommendation is to retain three east-west truck routes currently on the network, but to restrict these routes to trucks with 4 axles or less. This would serve cross-town commercial truck trips (up to a certain size truck), allowing them to travel across the Downtown, and would direct large trucks, including 18-wheelers, around the Downtown (mostly following US 24).

The recommended routes are: Cimarron Street (I-25 to Wahsatch), Wahsatch Avenue (Fountain to Platte), Platte Avenue (Wahsatch to Union), Pikes Peak Avenue via Colorado Avenue (Wahsatch to Union), and Fountain Boulevard (Wahsatch to Union).

One criticism of this approach is that it is inconsistent with the grid spacing and redundancy criteria that TISC has attempted to follow. Board members heard concerns of residents and organizations along Platte Avenue and Fountain Boulevard and decided that to designate only one roadway through downtown would place an unfair truck traffic burden on that neighborhood. Additionally, there is a greater concentration of commerce in the downtown area, which could justify closer spacing of truck routes through the downtown area. The restriction on these current truck routes helps to mitigate some of the truck traffic concerns of the Downtown area merchants and residents along these truck routes.

RESPONSES TO CITY COUNCIL QUESTIONS RAISED AT THE OCTOBER 13 MEETING:

1. *When will Austin Bluffs Parkway be built out to six lanes in front of UCCS?*
Final design of the project to widen segments of Austin Bluffs Parkway from Nevada Avenue to Union, Union to Meadowland, and from Barnes Road to Old Farm Drive is scheduled to be completed in 2012, and the PPRTA 2010 Draft Budget funds construction of this project for 2013 and 2014. The segment of Austin Bluffs from Nevada to Union in front of UCCS could be completed in 2013.
2. *If Austin Bluffs Parkway is designated as a truck route with restrictions of four axles or less on commercial vehicles, would this limitation apply to trucks making deliveries to UCCS?*
No, it would not. City Code allows commercial vehicles with an origin or destination in the immediate area of operation to make deliveries or perform services. This would also apply to deliveries in the downtown area if trucks routes in that area were restricted to four axles or less.
3. *If there are no east-west downtown truck routes and the Martin Luther King Jr. Bypass becomes the preferred route, what are the grades on Union Boulevard?*
Using the City's Geographic Information System (GIS), staff measured the grades on Union Boulevard between the Martin Luther King Jr. Bypass and Platte Avenue. Grades at 6% or below meet general arterial standards. There is one segment in that section of Union Boulevard, north of Fountain Boulevard, with a slope of 7 – 8%.

Although Platte Avenue has historically been a truck route, since the completion of the Martin Luther King Jr. Bypass, it is no longer a federal or State highway from Wahsatch to Powers Boulevard (ref Ord 96-48, An Ordinance Accepting the Old Portion of State Highway 24 (U.S. 24) onto the City Street System).
4. *What is the steepness of the grade of Austin Bluffs Parkway as compared to Union Boulevard?*
Using the City's GIS, staff measured the grades on Austin Bluffs Parkway and Union Boulevard. There are two segments of Austin Bluffs Parkway with grades greater than 6%. A segment east of Nevada Avenue has a slope of 7 – 8%, and a segment just west of Union Boulevard has a slope of 8 – 9%.

The most significant grades on Union Boulevard are north of Academy Boulevard and south of Woodmen Road. Several sections have slopes greater than 8%. There are also sections near the Constitution Avenue intersection and Palmer Park Boulevard intersection with slopes greater than 8%.

5. *Does the trucking industry agree with the compromise to restrict Austin Bluffs Parkway from Nevada to Union to trucks with four axles or less, and in inclement weather?*

A member of the trucking industry will attend the Council meeting to respond to this and other Council questions.

BOARD/COMMISSION RECOMMENDATION: The recommendation of the Citizens' Transportation Advisory Board is to approve the proposed amendment to Section 5 of the Freight/Truck Element of the Intermodal Transportation Plan (Master Plan) by adopting Ordinance 09-118. The amendment would:

1. Revise the Truck Route Plan map as presented to Council on September 22, 2009.
2. Include the Commercial Vehicle Enforcement Process as a recommendation in Section 5.5 of the ITP.
3. Include the Mitigation of Truck Traffic on Truck Routes as a recommendation in Section 5.5 of the ITP.
4. Identify the lack of commercial vehicle truck parking facilities for long haul truckers as a potential community issue in Section 5 of the ITP.

The other two CTAB recommendations would cause revisions to City Code in two areas:

5. Revise City Code Section 9.8.201: *Vehicle Noise Limits*, to prohibit the use of Air Compression Brakes within City limits, unless otherwise posted by the City Traffic Engineer.
6. Revise the City Code Sections 10.21.101 and 10.21.104, *Operation of Trucks*, to allow more direct travel from a designated truck route to a destination not located on a truck route.

If Council agrees with these two recommendations to revise City Code, staff will prepare and present ordinances for Council's approval on November 10, 2009.

The City Planning Commission heard this item on August 20, 2009 and, recognizing the amount of research and public process that culminated in the recommendations listed above, unanimously recommended approval of the proposed amendment to the Freight/Truck Element of the ITP.

The Citizens' Transportation Advisory Board has scheduled a meeting on Wednesday, October 21 to discuss the issues raised at the October 13, 2009 City Council meeting.

STAKEHOLDER PROCESS: Members of the Trucking Issues Subcommittee have worked with residents, businesses, organizations, the trucking industry and City staff while formulating their recommendations. Since September 2005, a total of 42 Subcommittee meetings and 3 joint meetings with CTAB were held with stakeholders in attendance, along with 19 public meetings.

ALTERNATIVES: City Council may approve all recommendations of CTAB as presented, approve none of the recommendations, or approve some recommendations with revisions.

RECOMMENDATION: Approve the recommendations of the Citizens' Transportation Advisory Board as contained in Ordinance 09-118, which was presented to Council on September 22, 2009.

c: Sue Skiffington-Blumberg, Public Communications Manager
Dave Krauth, City Traffic Engineer

List of attachments for this item: None